

Agenda Item No: 5

Three single storey extensions; surface grass play area with artificial surface; extension of car park; new pedestrian access from Blinco Grove; extension of multi-use games area and erection of 2.2 metre high perimeter fence and new pedestrian access from Baldock Way.

AT: Morley Memorial Primary School, 91-100 Blinco Grove, Cambridge, CB1 7TS

APPLICANT: Cambridgeshire County Council

APPLICATION NO: C/5008/16/CC

To: Planning Committee

Date: 16 March 2016

From: Head of Growth & Economy

**Electoral
division(s): Queen Edith's**

Purpose: To consider the above planning application.

Recommendation: That permission is granted subject to the conditions set out in paragraph 9.2

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1.0 The Application Site and Surroundings

- 1.1 Morley Memorial Primary School is situated within the Queen Edith's electoral division and is approximately 5 kilometres (km) south east of Cambridge City centre. Blinco Grove leads from the south-east of the A1307 Hills Road. The school currently accommodates a 2 Form Entry (FE) school with community facilities for 414 pupils on roll (with a 420 capacity). It provides pupil places for Early Years to Year 6 inclusive, and provides for Special Educational Needs (SEN).
- 1.2 The school is currently located on a split site on either side of Blinco Grove and both of these sites are included within the application area. The application area is 0.95 of a hectare. The main school accommodation is located on a 7,055 square metre parcel of land, north of Blinco Grove (hereinafter referred to as the "northern site"). This also provides the staff car park and areas of hard and soft play. The reception classrooms are within an existing Annexe building and a games court and further soft play area are located on a 2,434 square metre parcel of land (hereinafter referred to as the "southern site") to the south of Blinco Grove. The southern site is on the corner of Baldock Way and Blinco Grove.
- 1.3 The main hard and soft play areas are located to the rear of the northern site, with a small hard play area positioned to the front which is enclosed by metal railings. The residential back gardens of Hartington Grove, Hershel Court and Blinco Grove bound the northern site to the east, north and west. The main school entrance and carpark are accessed from Blinco Grove. The original Victorian school buildings have slate roofs and double height gable ends. There have been a number of modern extensions since the school was built in 1899 such as the addition of community rooms, kitchens and main hall in 1989 (planning permission C/00547/88/CC).
- 1.4 Both school sites lie within Flood Zone 1, with Flood Zones 2 and 3 approximately 1.14 km to the west. There are no protected trees on either the northern or southern school sites which are subject to tree preservation orders and neither the northern or southern school sites are within a conservation area. The nearest conservation area is approximately 0.9 km to the north west (Cambridge City Brooklands Avenue conservation area) and the nearest listed building is approximately 0.35 km to the south west on Hills Avenue.

2.0 Development Proposal

- 2.1 This planning application seeks permission to erect three single storey extensions to the main school building on the northern site.
- 2.2 Two single-storey extensions are proposed to the rear of the existing school building and the first of these is proposed to provide three new classrooms to the north eastern corner of the northern school site. Secondly, an extension to the school hall is proposed to the north western corner of the school building for both school and community use. The third single-storey extension and

associated canopy is proposed at the front of the school to create a reception year cloakroom and shelter. The proposed single-storey extensions equate to 510 square metres, and when the demolition of the single storey girls and boys toilets to the rear of the northern site are taken into account (totalling 83 square metres) the net additional new floorspace proposed on the northern site is 427 square metres.

- 2.3 The proposed materials for the walls are mainly render with a light buff brick plinth and the classroom to the rear would be clad in three toned coloured panels. The roofs are proposed to be constructed of tiles to match the existing extension and mid grey polyester powder coated metal. The windows, doors and louvres are proposed in a darker grey powder coated aluminium and timber.
- 2.4 All new classrooms would be naturally ventilated and day lit. Each classroom has been designed by the applicant to be accessed directly from the playground for ease of movement between teaching spaces and outside play areas.
- 2.5 This planning application also seeks permission to re-surface the tarmac hard play area at the front of the northern school site with a rubber surface and to replace, in part, the existing 1.2 metre (m) railings with new electronic controlled gates and new railings. A hedge is proposed immediately behind the replacement gates. In addition, an all-weather artificial simulated grass surface area is proposed in the north eastern corner of the school's northern site to replace a grassed area, which has been designed by the applicant to ensure that this play space would be available to pupils throughout the year.
- 2.6 A 2.2 m high, open mesh fence is proposed to be erected (to replace existing fencing in part close boarded) around the Multi Use Games Area (MUGA) on the southern site with 1.5 m high solid rebound boards. A new pedestrian access is to be formed from Baldock Way to allow access to the MUGA and also to the soft play and habitat area on the southern site behind the Annexe building and associated soft play. The application includes a proposed security line drawing which demonstrates how the Annexe Building is proposed to be secured from the Annexe site.
- 2.7 The application also includes a disabled parking bay to be marked out in the existing car park on the northern site. The existing car park is accessed from Blinco Grove and currently accommodates 14 cars in unmarked spaces. The proposed disabled parking provision and drop kerb onto the adjacent pavement, would result in the loss of 1 informal space. However, the remaining 13 spaces in the existing car park on the northern site are not proposed to be formalised but they are proposed to be maintained as per the existing arrangements.
- 2.8 As a result of the proposed consolidation of the Morley Memorial School's built accommodation on the northern site, the Annexe building on the southern site would no longer be required for use by the school's reception classes, which currently locates up to 60. Consequentially, it is proposed that the Annexe building be fenced off for future use which may be by an Early Years nursery

provider. It is stated in the Planning Statement that up to an additional 77 nursery children and 15 members of staff could be accommodated within the Annexe. This application does not include the development of the Annexe building, and it is noted that the internal refurbishments and internal re-modelling of the existing school buildings could be undertaken without needing to apply for planning permission using permitted development rights.

- 2.9 The applicant's agent has indicated, by email sent Tuesday 22 November 2016, that it is anticipated that the vast majority of external building works (including the extensions and the work to the Multi Use games area) would be likely to take place during a 10-week period focused over the summer holidays. The overall project including internal refurbishment works (the latter not forming part of this application) is currently proposed to take place between July 2017 and August 2018, although this is subject to change.
- 2.10 To support the application the applicant's agent also supplied additional details in relation to the surface water drainage on 12 October 2016, in addition to the drainage information contained in the Design and Access Statement. This confirmed that the proposal included the introduction of underground surface water attenuation to ensure the existing surface water flooding is not increased above present day rates.

3.0 Planning History

- 3.1 The recently granted planning applications on this site have been set out below, which excludes any temporary permissions for mobile classrooms etc. which have since expired and been removed. All the applications listed below were granted planning permission and are considered relevant to this application:

Application Reference no:	Description of proposal:	Decision Date:
C/00547/88/CC	Alterations and extensions to provide New Hall, Classrooms, Community Room and Ancillary Accommodation.	15 June 1988
05/0383/CCM	Construction of new extension for group room and office accommodation.	23 May 2005

4.0 Consultation Responses

- 4.1 The following responses were received from consultees:-
- 4.2 Cambridge City Council; no formal response received within the consultation timescale. However, discussions were undertaken with the Environmental Health Officer to take account of any concerns likely to be raised in relation to this scheme.

4.3 CCC Ecology; no objections in principle subject to recommended conditions as follows:-

- The ecological report concluded that the application site provides very little of nature conservation value. However, the report did identify that there could be an impact on herpetofauna located in the garden and/or wildlife area to the rear of the Annexe and recommended that an eDNA analysis of the pond water from the Wildlife Area be undertaken before landscape work starts on the garden (in section 6.1.3 of the Preliminary Ecological Appraisal June 2016) in order to confirm the presence or absence of Great Crested Newts.
- Disappointingly, the results of the eDNA analysis have not been provided and as such is it not possible to ascertain whether Great Crested Newts will be impacted by the proposals. Given that impact on protected species, including Great Crested Newt, is a material consideration in the planning process, the results of the Great Crested Newt Survey work should be provided prior to determination of the application (unless an exceptional case). Therefore confirmation is sought from the applicant as to the presence or absence of Great Crested Newts from the wildlife pond. If this survey work hasn't been completed, there would be a delay until next survey period (spring/summer).
- It is recognised that the works likely to affect Great Crested Newts (should they be present) are limited to the landscaping of the Annexe site, which includes a new habitat area to enhance local biodiversity and extension & conversion of games courts to MUGA. If Great Crested Newts are found, it's unlikely to require significant amendments to the proposed scheme, but may require additional safeguards during construction of the MUGA and tailoring the habitat area for benefit of Great Crested Newts.
- In light of this, as an exceptional case (and not ideal), the application is supported providing that no landscape works are undertaken within the Annexe site until a Great Crested Newt survey has been completed. If no Great Crested Newts are found, the landscape scheme can be implemented in full. If Great Crested Newts are found, no landscape scheme can be implemented on the Annex site until a suitable Great Crested Newt mitigation strategy is agreed by the LPA and implemented in full. If permission is granted, these requirements should be secured through a suitably worded condition. In addition, if permission is granted, a detailed landscape scheme (including planting specifications) and a 5 year management scheme should be secured through planning conditions to deliver biodiversity value at the site.

4.4 CCC Highways Development Team; raise no objections and comment as follows in summary:-

- The application would not be anticipated to have any significant adverse impact upon the strategic public highway network, however, the proposed use of the site has potential to engender drop off and collection of children in the vicinity of the school with associated disturbance and potential detriment to residential amenity.
- In line with current policies, both locally and nationally, this should be addressed through discouraging use of the private car for short journeys that could be taken by more sustainable modes, such as walking and cycling. To this end the facility should either develop a new travel plan, or update its existing Travel Plan to reflect the new situation to further encourage and increase travel by more sustainable modes. Such a Travel Plan should identify realistic targets and measures, and an appropriate monitoring and review process to achieve successful operation of the travel plan.
- Recommended a condition requiring a site management plan for the construction phase be submitted for approval prior to commencement on site. The document provided is acceptable as the basis for such, but needs to include restrictions on deliveries during times of peak potential conflict with pupils arriving and departing.

4.5 CCC Transport Assessment Team; has withdrawn their holding objection to this application following negotiations. The initial response dated Thursday 1 December 2016 comments as follows:-

- The onsite observations identified that approximately 40 cars parking on both sides of Baldock Way. Insufficient road space for two vehicles to pass with vehicles parked on both sides, which results in congestion at either end of the road. The actual number of cars parking on street should be recorded using parking beat survey across the day.
- The mode share for pupils is noted, however the pupil mode share is compared to data which is more than 3 years old which is not considered to be appropriate. It is not clear why the existing support staff were not surveyed also. The Transport Statement should refer to census destination mode share data for the local ward or MSOA, it is not clear whether this was used in this instance.
- Although the number of pupils going to the school itself will remain the same, the annex building is expected to backfill with 77 day nursery pupils and 15 additional staff resulting in additional trips being attracted to the annex building during the AM and PM School peaks.
- The cycle parking provision should indicate how they compare to City Standards.
- The number of car parking spaces is going to reduce on the site from 14 to 13, to allow for a disabled space to be marked. The school parking is only to be used by existing school staff and not new day nursery staff. The applicant needs to undertake an on-street parking beat survey on surrounding streets across the school day and to capture on street parking as a result of staff and pupils parents currently to establish the existing situation.

- The existing on-street parking situation needs to be demonstrated. The applicant needs to demonstrate what the impact associated with additional cars dropping off and picking up of pupils and staff trip movements associated with the private nursery. The TS refers to the school pupils and staff population not increasing resulting in no increase in vehicular traffic, which is agreed. The existing parking situation has been discussed at a high level however the County Council require on-beat surveys to be undertaken in order to understand what the impacts of the development are and whether they are severe. Currently there is insufficient information provided to identify the impacts in full.

4.6 Following the submission of a revised Transport Statement dated 21 December 2016 the Transport Assessment Team made the following comments:-

- The Transport Statement refers to the survey indicating that during the AM peak a minimum of 59 on street parking spaces are available, however this includes 8 free spaces for zone 2 (Blinco Grove south side (east of Baldock Way), which is incorrect and should be revisited. It should be noted that during the AM peak Cavendish Avenue east of Baldock Way has the most number of free spaces available (39 spaces). These are some distance from the school which may render them less attractive for drop off purposes. The school afternoon peak has 76 on-street parking spaces available for pick-up of pupils, these are again concentrated to Cavendish Avenue.
- The residents of Elsworth Place, Rathmore Road, Hartington Grove, Marshall Road, Blinco Grove, Rock Road, Rathmore Close, Magnolia Close, a section of Cherry Hinton Road and Hills Road have been consulted on the proposed introduction of parking controls in their roads. Due to the majority of those that responded were in favour of the proposed controls, the scheme will be progressed to the next stage and a Traffic Regulation will be drafted and advertised in January 2017. The proposed parking controls have the potential to reduce the available on street car parking for those other than residents in the vicinity of the school. The applicant should provide details of what the scheme will mean for those that currently drop off and pick up their children at the school and annex building and how this impacts the future proposals and what the applicant proposes to do in the absence of available on-street car parking spaces for drop off and pick up?
- Accident data has been gathered for the most recent 60 months. No accidents have occurred on Blinco Grove itself during this period.
- The cycle provision is shown to cater for 90 cycle spaces for pupils with the mode share indicating a need for 92 spaces. It is disappointing that the provision of cycle parking does not meet with City standards and would recommend that more cycle parking spaces are provided from the outset. It is recommended that cycle parking be provided in line with standards to encourage cycle use from the outset and encourage staff and parents to use cycles rather than travel by car.

- The Day Nursery will have 77 children and 15 staff on site. The trip generation to the nursery has been estimated using TRICs and is considered to be robust. A first principles approach has also been used to identify expected mode share from an existing nursery nearby. This indicates that at worst case 27 car journeys would be generated by parents in the AM and PM peaks should all children arrive at the school during the same hour period.

4.7 A revised Transport Statement dated 24 January 2017 was submitted by the applicant in response to the above comments. The Transport Assessment Team reviewed the revised Transport Statement and provided that:-

- Additional analysis of the parking survey information has been undertaken by the applicant. A graph has been provided which shows the number of spaces available across all zones included in the parking surveys and identifies the available parking capacity for those roads which are currently excluded from the proposed residents parking scheme. The applicant has not been able to assess the impacts of displaced parking from the streets included in the residents parking scheme to those that are not included beyond the effect of parent and staff parking.
- The pupils that are travelling to the school site and nursery are already undertaking those journeys, and will continue to do so with the relocation of the nursery to the school site.
- The nursery site is able to backfill with new children without the need for planning permission as the site will continue to operate within the limits of its permitted use. The transport statement has indicated that the drop off and pick up period is expected to be between 7:00-8:00, 12:00-13:00 and 18:00-19:00 which do not clash with the peak school drop offs and pickups. However, the timings of the drop off and pickups cannot be restricted to these periods only and according to TRICS database peak movements to and from nurseries tend to be between 8:00-9:00 and 17:00-18:00. Therefore there is the potential for 27 car drop offs to occur during the school peak drop off of 8:00-9:00.
- However, the parking surveys currently show on road parking capacity of 59 spaces during the 8:00-9:00 peak, with more spaces available during the PM peak. This is sufficient to cater for 33 (27 pupils and 6 staff) additional cars parking on surrounding streets. It must be taken into consideration that nursery drop-offs and pick-ups only occur for a short period and do not result in parking on-street all day. However, it will be for the School and Nursery Travel Plans to encourage parents to park in appropriate areas and to encourage them to travel by modes other than the private car in order to minimise the impacts on the surrounding residential streets.
- Should the Traffic Regulation Order (TRO), restricting parking to residents only at certain times, be implemented this may result in parents having to park further away from the school particularly during the PM peak when the TRO is in force. The introduction of the TRO would be expected to result in commuters that currently park on

these streets all day being pushed out to Cavendish Avenue and other neighbouring streets. The impact this will have on commuters is difficult to quantify and would require an assessment beyond what is considered reasonable for the purposes of this application;

- The number of cars associated with pupils assessed within the transport note when looking at impacts and displaced parking assumes one pupil in each car rather than taking into consideration siblings travelling together or car sharing, therefore presenting a worst case.

4.8 Having reviewed the Transport Statement, the Transport Assessment Team considers that the outstanding issues have been addressed subject to the Travel Plans and cycle parking being secured through condition. Therefore the CCC Transport Assessment Team recommends that their holding objection can be removed.

4.9 Fire and Rescue Service; no response received.

4.10 Local Residents' Association; no response received.

4.11 Sport England; has advised that this application is not within their statutory remit to comment and refer to standard guidance on its website which states that if the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Paragraph 74 of the National Planning Policy Framework and local planning policy.

5.0 Representations

5.1 Several representations have been received from members of the public in both support and objection. An anonymised list of comments has been made available to view on the application page of the County Council's website. A full copy of all representation letters / e-mails received will be placed in the Members' Lounge one week before the Planning Committee meeting, but for the purposes of this report the matters raised are summarised below.

5.2 Comments in support of the application are summarised as follows:-

- Morley Site needs to evolve and be refurbished as it is desperately in need of updating;
- The parking problem in the area is larger than this school proposal so the Council should uncouple the parking concerns with this application so the much needed refurbishment can take place;
- Annexe site unsuitable for reception classes, particularly as it is two-storey;
- The School's youngest pupils should be on the same site;
- The School is an important element of the local community and should be supported;
- School hall needs more storage space;

- The Victorian Annexe building is not fit for modern school environment and does not allow outside circulation which is part of the curriculum;
- Development would improve safety of pupils eliminating need for 4 and 5 year olds to cross Blinco Grove several times a day;
- Plans have been proposed in a highly sensitive way which minimises impact for local residents;
- Plans would create greater after school club provision;
- Existing grass play area not usable for most of school year and proposals have designed areas that can be used for play all year round;
- Appropriately sized teaching rooms are required;
- Dedicated room for special educational needs (SEN) children necessary;
- Proposed alterations are critical to future success of the School and it would be disappointing if these much needed improvements were stopped by considerations of car usage and the proposed introduction of a residents parking area – as the catchment area is small enough to encourage walking and cycling to reduce this impact.

5.3 Comments in objection to the application have been made on the following grounds:-

- Concern over access to and from homes from additional traffic movements;
- Construction activities on site, including vehicles and delivery lorries will create excess noise and disturbance in the neighbourhood, for local residents and the pupils of the school;
- Noise pollution and increased traffic congestion;
- Restrictive accessible play space, as off-site provision does not compensate for the loss as the children need to be escorted to it to be able to use it, so will add very little meaningful space;
- Proposed plastic play areas are unnatural, formed/static, and limit children's imaginative exploration;
- Insufficient need for proposed Early Years nursery demonstrated so not considered necessary;
- Object to a private nursery, which will just add to the traffic problems in the area;
- Lack of outdoor play areas, particularly natural areas;
- Reduction of outdoor play spaces is discriminatory to SEN pupils;
- Plans do not resolve the split site issue as children will still need to cross the road to get to the games area which will result in the loss of teaching time being the same;
- Consider the existing natural habitat space is very rarely, if ever, used at present so new proposals to enhance the early years is not considered necessary;
- Concerns over increased congestion and impact on pupil and neighbour safety, particularly as road already used as a cut through by many motorists to avoid the congestion in the City;

- Plans would double the vehicle access points of the main school making it more dangerous for the children to walk past;
- No parking provision for the 77 places and 15 staff proposed on Annexe site;
- Concern in the level of violence between residents and parents during drop-off as a result of parents blocking residents driveways etc.;
- Concern over the lack of shade given the loss of the two large trees in recent years;
- Reduction in outdoor play space has the potential to impact on children's education and well being so these proposals need very careful consideration;
- The proposed play areas do not meet BB99 recommendations as identified by the Design and Access Statement, and even though it is suggested that the overall useable space will increase, this requires children being escorted across the road so this is not acceptable;
- Should be a two-storey building to reduce the footprint and allow the already constrained play areas to be retained;
- Statements and information provided in applicants submission documents are inaccurate and deliberately misleading, particularly in relation to consultation responses during pre-application community involvement and the parking and statistical information to support the project which suggests there is adequate off street parking etc. which is not true as there are serious parking and traffic problems in this area;
- Ecological appraisal document suggests that the reception classes have already moved to the main site and this is not correct;
- The application should be withdrawn and resubmitted with correct, accurate and unbiased information provided;
- Concerns raised that the application had not been sufficiently advertised and the lack of transparency in the process;
- Some support was received for the redevelopment and modernisation of the school, but when considered against the development of a private nursery and associated traffic congestion etc. this turned into objections rather than support;
- School is already a constrained site with limited land and these proposals would only make this worse;
- Concerns that a separate planning permission will not be required for the development of Annexe site for new nursery;
- Plans do not take into account the Cambridge City Council approved resident parking scheme to target local dissatisfaction;
- Concerns that additional parking will be pushed onto nearby streets as a result of this development;
- Concerns of overcrowding on site already without amalgamating the school on one site and losing the Annexe which is like losing almost a third of an already constrained site. The outdoor play space is already too small for 400 children and these proposals will make it even smaller;

- Consider the proposed new extensions look more like temporary structures rather than solutions to sustain Morley for the future;
- The proposals do not adequately compensate the school for the loss of the Annexe site;
- Do not agree with statements against the two-storey Annexe building, as parents that use it liken it to independent school education premises such as the Stephen Perse and see this as an advantage for their children's education and not a hindrance;
- Impact of existing drainage problem on school site which would be alleviated by additional artificial surface;
- All contractors involved in this project should start work on site from 9am each day and finish at 4pm including all deliveries and vehicles to and from Morley to take place during these hours and be controlled as part of the planning application, as the existing situation is already difficult without adding construction traffic and deliveries too.

5.4 Further comments made on the application, which are either outside of the scope of the planning application or not considered to be material planning considerations, have been summarised below for completeness:-

- Statement of Community Involvement has failed to address the primary concern of the consultation;
- Seen to be driven by profit and potential to sell off the Annexe building rather than retain it for school use for the future or as a way of the Council raising revenue;
- Proposals conceived in secrecy by governors and therefore considered to be a done deal;
- If there are resources to make improvements, the two sites should be physically joined by the simple closure of Blinco Grove;
- As a potential solution to increased traffic and parking, could a drop-off zone (e.g. maximum 10 min waiting) be implemented on Baldock Way? Similarly, could a small number of staff parking places for new nursery staff be reserved on Baldock Way? Another possible solution to manage traffic could be implementation of a one-way system on Blinco Grove; and
- Parents should walk/cycle more to encourage the development.

5.5 Statement of Community Involvement; two Public Exhibitions were held for this project by the applicant ahead of submitting the planning application. An initial exhibition was held on 23 June 2014 from 15:00 to 19:00 to help inform the emerging design proposals. The main public consultation event took place on 29 June 2015 at the school, between the hours of 3:00 and 20:30. The latter event was attended by 54 members of the public, staff and students and parents and was advertised by a leaflet drop to the nearest local residents. Furthermore it is summarised in paragraphs 4.5 to 4.7 of the Planning Statement that the school undertook consultations with both the Governors and the Friends of Morley School on 11 February 2014 and with parents of Morley School on 26 February 2014, and that the general response was positive although there were some concerns relating to the loss of play areas and the future use of the

Annexe building. The applicant's agent has also stated that the comments received focused primarily on transport related matters including traffic and parking, design issues and the construction phase and in particular construction noise.

6.0 Publicity

- 6.1 This application represents minor development and was therefore publicised as such in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 i.e. the application was advertised by two site notices at the site, consultation letters sent to statutory consultees and individual notification letters to the adjacent properties.

7.0 Planning Policy and Guidance

- 7.1 Both Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 (as amended) require applications for planning permission to be determined in accordance with the development plan, unless other material considerations indicate otherwise. The relevant development plan policies are set out in paragraph 7.4 below.

National Planning Policy Framework (NPPF)

- 7.2 The National Planning Policy Framework (NPPF), sets out the Government's planning policies and how these are expected to be applied. It is a material consideration in determining planning applications and has a presumption in favour of sustainable development at its core. The NPPF provides that development which accords with the local development plan should be approved "unless other material considerations indicate otherwise" (Paragraph 12) in line with the statutory requirements of the Town and Country Planning Act 1990.
- 7.3 The following paragraphs within the NPPF are considered to be amongst those relevant to this application:

Paragraph 14 – At the heart of the National Planning Policy Framework is a Presumption in Favour of Sustainable Development, which should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 30 – Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 57 & 58 – Recognises the importance of planning positively for the achievement of high quality and inclusive design for all developments.

Paragraph 72 – The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive

and collaborative approach to meeting this requirement, give great weight to the need to create, expand or alter schools; and work with school promoters to identify and resolve key planning issues before applications are submitted.

Paragraph 74 – Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Cambridge City Council Local Plan (2006) (LP)

- 7.4 Cambridge City Council's Local Plan was adopted in 2006 and the relevant policies to consider are:-

- 3/1 Sustainable Development
- 3/4 Responding to Context
- 3/6 Ensuring Coordinated Development
- 3/7 Creating Successful Places
- 3/11 The Design of External Spaces
- 3/14 Extending Buildings
- 4/3 Safeguarding Features of Amenity or Nature Conservation Value
- 4/4 Trees
- 4/13 Pollution and Amenity
- 4/15 Lighting
- 5/11 Protection of Existing Facilities
- 5/12 New Community Facilities
- 8/2 Transport Impact
- 8/3 Mitigating Measures
- 8/6 Cycle Parking
- 8/10 Off-Street Car Parking

Emerging Planning Policy

Cambridge Local Plan 2014: Proposed Submission (July 2013) (LP2014)

- 7.5 On 28 March 2014, Cambridge City Council submitted their Local Plan and supporting documents to the Secretary of State for Communities and Local Government for independent examination. The Proposed Submission is a material consideration but does not yet form part of the adopted development plan.
- 7.6 The following emerging planning policies are of relevance to this application:-
- Policy 1** The presumption in favour of sustainable development
 - Policy 27** Carbon reduction, community energy networks, sustainable design and construction, and water use
 - Policy 32** Flood Risk
 - Policy 34** Light Pollution Control

Policy 35	Protection of human health from noise and vibration
Policy 55	Responding to Context
Policy 56	Creating successful places
Policy 58	Altering and extending existing buildings
Policy 59	Designing Landscaping and the public realm
Policy 70	Protection of priority species and habitats
Policy 71	Trees
Policy 74	Education Facilities
Policy 80	Supporting sustainable access to development
Policy 81	Mitigating the transport impact of development
Policy 82	Parking Management

8.0 Planning Considerations

Justification and Need

- 8.1 This planning application proposes to consolidate all of the schools current northern and southern teaching accommodation onto a single site (northern site) in order to rationalise and alleviate internal circulation issues and provide for the needs of a modern 2FE school. In doing so, the Victorian Annexe building to the south of Blinco Grove would be released from use by the primary school, but maintained for educational use such as by a private pre-school nursery (which is outside of the scope of this application). Through creating a new pedestrian access into the southern site off Baldock Way it is proposed that the school would still retain the use of the MUGA and also the soft play and habitat area to the rear of the Annexe site as shown on the 'Proposed Security Line Plan' submitted as part of the planning application.
- 8.2 Although this application does not seek to increase pupil capacity at the primary school, it seeks to enhance existing educational accommodation, which is stated to be no longer fit for purpose within paragraph 1.4 of the Planning Statement. At the core of the National Planning Policy Framework (March 2012) is the presumption in favour of sustainable development. In Paragraph 72 of the NPPF the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and states local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. It also provides that great weight should be given to the need to create, expand or alter schools.
- 8.3 As a result of consolidating the existing school teaching accommodation onto one site (northern site), the Annexe building on the southern site will no longer be required, which will enable its release. The applicant has stated that the Annexe building does not allow enough space for one to one coaching and creativity which is central to the School's vision. The classroom space in the Annexe building is considered by the applicant to have 'poor access and internal arrangements'. Furthermore the spread of the accommodation over two floors is considered by the applicant to make it difficult for the upper class to access the outdoor space easily. Therefore it is proposed that moving the Early

Years to the northern site will allow significant alterations to the internal configuration of the school buildings which will result in enhanced learning accommodation for children. In addition to the extension and enhanced play area to the front of the northern site for the Early Years provision, the extension to the existing school hall would allow for full school assemblies and performances, as well as accommodating the increased dining provision requirements that would result from these proposals. The school hall has also been designed to enable it to be sectioned off and used separately for afterschool and community use, as well as to meet the needs of the school to ensure that it is justified across all the potential users.

- 8.4 An application which seeks to make more efficient use of land meets the principles of sustainability set out in Policies 3/1 and 3/6 (LP) as well as emerging Policy 1 (LP2014). Furthermore, this proposal seeks to maintain easy access to good quality educational provision that takes account of the needs of the current educational curriculum, which complies with Paragraph 72 of the NPPF and emerging Policy 74 (LP2014).

Traffic concerns (including during and post construction)

- 8.5 Representations have been received which object to the proposed development on the grounds that the proposed nursery provision and construction vehicles would increase car traffic substantially; restrict access to and from the homes of Blinco Grove; and detrimentally impact residential amenity. Concern has also been expressed that the timing of deliveries would create unprecedented noise and disturbance to the neighbourhood at early hours and the lack of parking provision proposed on the Annexe site has not been properly assessed as part of this application. Many of these concerns are given further consideration in the residential amenity part of this report in paragraphs 8.16 to 8.28, and also in the car parking provision part of this report in paragraphs 8.33 to 8.36, but are also noted here for completeness when assessing the proposals in relation to traffic implications.
- 8.6 In seeking to address some of the traffic concerns raised, the applicant has provided additional information of the proposed access and egress arrangements for vehicles to and from the construction site with a Construction Phase Health and Safety Plan (received 1 November 2016) to address the construction phase of the scheme. This information was assessed by the Highway Authority Development Management Officer and considered to be acceptable subject to the imposition of a planning condition to control the hours of construction, in particular to ensure that construction deliveries and collections were undertaken outside of the core school drop-off and collection periods. Furthermore, the Transport Statement was also revised by the applicant to take into account both the potential for a private nursery (or similar educational use) in the Annexe building, on the basis the Early Years classes will be amalgamated on the northern site; and the residential parking scheme, that is likely to come forward in the near future. To help inform the Transport Statement a parking beat survey was also undertaken by the applicant's transport consultants on Wednesday 7 December 2016, alongside a Framework Travel Plan that was submitted on Wednesday 21 December 2016,

which has been prepared to take into account the impact of the potential users of the Annexe building.

- 8.7 Concerns have also been raised about the proposed private nursery in the Annexe building contributing to the pick-up/drop of congestion along Blinco Grove. It has been suggested that the hours of operation at the Annexe site should be limited to avoid conditions being exacerbated as a result of the development. In response to this request, the applicant's agent has acknowledged the concerns, but has confirmed that they are unable to accept a restriction on the nursery drop-off and collection times as this flexibility is a pre-requisite for all nurseries and parents, and such a restriction would place a significant operational burden on the nursery. A restriction on the operational hours would remove the flexibility of parents wishing to drop-off or collect their children earlier or later owing to changes in their working patterns or needs. The Transport Assessment has also demonstrated that the vast majority of children are likely to be dropped off and collected from the nursery outside of the core school drop-off and collection hours and would therefore not conflict with the school. Furthermore, it is anticipated that there would also be an element of children whose siblings attend the school and these movements are likely to need to occur during the core school drop-off and collection hours.
- 8.8 The Transport Assessment Team were consulted on this application and from the additional information provided by the applicant, anticipate that an additional 27 car drop offs would occur during the school peak drop off of 0800 – 0900hrs as a result of the proposals, as the pupils travelling to the school site and nursery are already undertaking those journeys and will continue to do so. Although the submitted parking survey demonstrates that there is capacity for up to 59 vehicles to park on the road during the 0800 - 0900 peak, the Principal Transport Officer has stated that more spaces would be available during the PM peak. The Transport Assessment Team consider this to be sufficient to cater for 33 (27 pupils and 6 staff) additional cars parking on surrounding streets during the 0800 – 0900 peak as a result of the backfilling of the Annexe building taking place. It should also be noted that nursery drop-offs and pick-ups only occur for a short period and do not result in parking on-street all day. Therefore, it is recommended that both the Morley Memorial School and Framework Early Years Travel Plans are implemented to encourage parents to park in appropriate areas or support travel by other, more sustainable modes in order to minimise the impacts on the surrounding residential streets and ensure their use remains safe.
- 8.9 The transport implications of the school's amalgamation proposals have been fully assessed by highways colleagues, including the potential backfilling of the Annexe site which sits outside of the scope of this planning application, and subject to the imposition of planning conditions to control the construction and demolition hours; construction and demolition deliveries and collections hours; and the requirement to carry out Travel Plans for both the southern and northern sites (which take account of any new educational use of the Annexe site), on balance the proposals are considered to be compliant with Policies 3/1, 3/6, 4/13 and 8/12 (LP) and emerging Policies 1, 80 and 81 (LP2014).

Play Space, including loss of soft play areas

- 8.10 As this proposal does not involve the loss of any sports facility, this application is not within statutory remits of Sport England to comment. However, the standard guidance provided on the Sport England website states that full consideration should be given to whether the proposal meets Paragraph 74 of the National Planning Policy Framework. The applicant has demonstrated that the areas of hard play which will be built on as a result of this proposal will be replaced with better quality provision, which will be accessible to pupils throughout the year in the north eastern corner of the site in accordance with Paragraph 74 of the NPPF.
- 8.11 A total of 23 comments were noted in Section 3 of the Statement of Community Involvement alongside 12 individual representations received to the application which raised concern that the proposal would restrict outdoor play space for pupils. The applicant's response highlighted that the outdoor play space was considered to meet the minimum Building Bulletin (BB99) requirements for a 'confined' site as the total area of both sites is 9,420 square metres, which is significantly below the recommended range of between 17,320 and 19,300 square metres for a 'normal' 2 FE school classification. The applicant's agent accepts that the proposed total amount of outdoor space would decrease, but considers that the amount of useable outside space would increase, as replacing the grass play area on the northern site with artificial grass, would extend the use of this area throughout the year. This justification has been supported by the school's Head Teacher. Although it is accepted that the proposal would reduce the overall amount of outdoor space below recommended building regulation levels for a constrained site, the merits of the overall play space proposed needs to be balanced with the educational requirements of the school. From a planning perspective the split of the proposed play space set out in the BB99 is only a guide and the overall scheme needs to be balanced accordingly.
- 8.12 The Head Teacher has provided a statement to address this issue on behalf of the management team at Morley Memorial, stating that this aspect of the application has been proposed because the grassed area is unusable for up to 24 weeks of the 39 week school year and there have been instances where pupils have found debris such as glass which has worked its way to the surface. Paragraph 72 of the NPPF provides that planning authorities should give great weight to the need to alter schools and should seek to identify and resolve key planning issues with joint solutions. As both sites are situated within an edge of city urban location, constrained by existing residential development and the local road network, on balance, it is considered that upgrading the soft play area would provide greater availability and opportunity for outdoor play, thereby improving the children's education and wellbeing in accordance with Paragraphs 72, 57 and 58 of the NPPF, Policies 3/1 and 3/11 (LP), and emerging Policies 1 and 56 (LP2014).

Design and Street Scene

- 8.13 While some comments have been received that suggest that the extensions look like temporary structures, it is considered that the proposed extensions would relate satisfactorily in scale massing and materials to the existing development and that appropriate consideration has been given by the applicant to the existing school development. Policy 3/14 (LP) states that new extensions to buildings will be permitted if they do not unreasonably look, overshadow or visually dominate neighbouring properties. This application proposes that all extensions are single storey in height and not located in close proximity or immediately adjacent to the school boundary and neighbouring properties. Although the properties adjoining the eastern corner of the site would be in close proximity to the proposed soft play resurfacing works, the existing 2.2 metre high boundary fences provides separation and maintains residential privacy.
- 8.14 Replacement railings have been proposed to match the existing design of railings at the front of the school adjacent to Blinco Road. The railings will be higher (at 1.2 metres in height) for safeguarding reasons. These new railings would form the boundary of the new Reception playground with a new wildlife friendly hedge proposed immediately behind, and the trees on the front of the site will be retained in order to soften the appearance of the site to pedestrians and in order to safeguard the local street scene in accordance with Policies 3/4 and 3/11 (LP) and emerging Policies 55, 56 and 59 (LP2014).
- 8.15 The applicant has demonstrated an understanding of the overarching sustainable design principles by proposing development which responds positively to existing features of both natural and local character, is appropriate in scale and materials and would therefore successfully integrate into the character areas in accordance with Policies 3/4, 3/11, 3/12 and 3/14 (LP) and emerging Policies 27, 55, 56, 58 and 59 (LP2014).

Residential Amenity

- 8.16 The likely potential impacts to residential amenity from this proposal fall into two main categories – the first is the impacts associated with the use of the site while construction is taking place; and secondly the likely impacts that may arise post construction and through backfilling of the Annexe Building. From the concerns raised by local residents the impacts are likely to include construction and demolition works and traffic from employees and related deliveries and collections; construction and demolition noise and disturbance; traffic associated with the use of the school and the backfilling of the Annexe building cumulatively with the introduction of a resident parking scheme; and other potential implications such as neighbouring tree protection, possible implications from intensification of use, and light spill etc. These are all considered in more detail below.

Construction and Demolition Works (including associated contractor vehicles and construction and demolition deliveries to the site and hours of operation)

- 8.17 Any construction and demolition works are likely to give rise to additional transport movements, which is why it is important to consider any potential implications during this phase to neighbouring local residents. Section 2.2 of the Design and Access Statement states that the proposed construction and demolition works related to these proposals are likely to take place between July 2017 and August 2018. Once the proposed development is completed and the Early Years classes are relocated from the southern site to the northern site, the applicant is then proposing to undertake minor improvements to the Annexe building (outside of the scope of this planning application using permitted development rights) to make it suitable for nursery years use. As such whilst consideration has been given to worst case scenarios from a transport assessment perspective, it is unlikely that construction traffic, amalgamated school traffic and backfilling of the Annexe movements will all take place together. Indeed the agent anticipates that the vast majority of the external building works (including the extensions and works to the MUGA) would be undertaken over a 10 week period, most of which would take place during the 6-weeks summer holidays if possible and the total project duration (including internal works which do not require planning permission) is expected to be 10 months if the project is delivered on time. Nonetheless, consideration needs to be given to the proposed hours of use for the construction and demolition works on site and the likely issues that may arise as a result of the additional traffic movements, when assessing this planning application.
- 8.18 In regards to the proposed contractors' hours of operation, a request was received from a local resident for all works on site, including deliveries and vehicles travelling to and from Morley, to take place only between the hours of 0900 to 1600 each week day in the interests of protecting existing residential amenity. The applicant acknowledged this request, but on the basis they had already reduced their proposed contractors hours to take account of concerns already raised by local residents (reducing them as much as possible to 0800 to 1730 hours on weekdays), they considered that the requested hours were inappropriate for the following reasons, stating that :- the requested hours would conflict with core pupil pick up and drop off times; the proposed change would further exacerbate existing traffic conditions; and would significantly reduce the working hours. The applicant's agent also advised that if the working hours per day were reduced, this would prolong the build time by an estimated 20-25%, thereby prolonging the impacts (and increasing the overall cost of the project).
- 8.19 In addition to reducing the original hours of construction proposed, the applicant's agent has also confirmed that they will seek to ensure that no construction collection or deliveries would be received on site outside of the following times: 0930 - 1230hrs; 13.30 - 15.00hrs; and 16.00 - 17.30hrs during weekdays and between 0900 - 1300hrs on Saturday, with no deliveries to be received on Sundays and Bank or Public Holidays in an attempt to help mitigate the proposals impact on the surrounding community. This has been acknowledged and it is recommended within paragraph 9.2 below that this be required by planning condition.
- 8.20 Cambridgeshire County Council (CCC) Highway Authority was consulted on this application and considered the proposals, particularly in connection with

the construction movements. From consideration of the submitted information the Highway Authority Development Management Officer does not anticipate that the application will have any significant adverse impact upon the strategic public highway network and has stated that the applicant's proposed delivery times are acceptable and in line with what they would usually propose for school developments. A discussion with the Environmental Health Officer at Cambridge City Council also confirmed that the applicant's proposed construction hours were acceptable, as he acknowledged that many local sites had operational construction hours that operated between 0800 hours and 1800 hours on weekdays and 0800 hours and 1300 hours on Saturdays.

- 8.21 On the basis that some of the construction traffic may be concentrated during the school summer holiday period in 2017 this should also help to reduce some of the potential traffic conflicts that have been assessed as part of this planning application. In particular it is acknowledged within the September 2016 School Travel Plan that there is already a breakfast club running from 0730 daily and approximately one quarter of the existing pupils are said to attend this arriving between 0730 and 0800, with the remainder arriving at school between 0800 and 0830. By limiting the construction hours from 0800 hours to 1730 hours it is considered that the potential for conflict has been appropriately considered and managed without being too restrictive on the applicant and causing the potential for the construction period to be extended.
- 8.22 It should of course be noted that any condition imposed to control construction hours and movements will only relate to the work that is the subject of this planning application. Works that do not require planning permission, such as internal refurbishments of the existing building, will be able to be carried out as they would normally, without being subject to any restrictions imposed in relation to this application.

Construction and Demolition Noise and Disturbance

- 8.23 In addition to the traffic concerns related with the construction and small scale demolition works proposed on site, there is also the potential for noise and disturbance as a result of the proposals that needs to be considered. This can include noise and disturbance to the local residents, as well as to the staff and pupils on site during the construction works. Whilst it is noted in paragraph 8.17 above that most of the works are aimed to take place during the 6-week school holidays to limit the conflict with the operation of the school, section 7.1 of the Design and Access Statement refers to consultation with the School to manage the logistics of the construction phase, while section 3.31 of the Planning Statement refers to how the school plans to manage the loss of hard play area during construction with the proposal to replace the natural grass with a permeable artificial simulated grass all weather surface which will allow 'all year' use for play and games. As such, it is recognised that in developing this scheme, the operation of the school has been taken into account. Nonetheless, with an anticipated project timescale of 10 months, consideration needs to be given to the impacts of the construction alongside the day to day operation of the school and the enjoyment of the surrounding residential area.

- 8.24 The applicant has confirmed that the location of the construction compound is proposed in the north western corner of the site. Additional information has been provided to demonstrate how the construction works will be managed and separated from school walkways etc. to ensure that the appropriate level of health and safety is maintained to avoid an unsuitable mix of children and building work. As part of these discussions with the Highway Authority, the applicant has also signed up to limiting the hours of construction works as far as possible without jeopardising the project, with proposed hours of 0800 hours to 1730 hours on weekdays and 0800 hours to 1300 hours on Saturdays with no operations on Sundays and Bank or Public Holidays. This is proposed to be controlled by planning condition and is sought to avoid any detrimental impact on residential amenity.

Traffic associated with the use of the school and the backfilling of the Annexe building

- 8.25 Although the release of the existing Annexe building has the potential to engender drop off and collection of children in the vicinity of the school, it is acknowledged that this application does not seek to increase the primary schools capacity, so the proposals need to be carefully balanced with the potential back filling of the Annexe building to assess the potential cumulative impact at this early stage. It has already been acknowledged that it is unlikely that the construction traffic will still be on site by the time the Annexe building is re-used, but the Transport Statement has factored all the elements in, which takes account of a worst case scenario for the purposes of assessing the scheme.
- 8.26 The main assessment of the traffic implications and the responses provided by highways colleagues has already taken place within paragraphs 8.5 to 8.9 of this report. Furthermore, consideration is given to the car parking provision within paragraphs 8.33 to 8.36 of this report. Nonetheless, it should be acknowledged that many of the traffic and parking concerns raised by residents that relate to their residential amenity concerns fall outside of the remit of this planning application, and instead are related to the management of the school and potential nursery if the Annexe building is backfilled. Examples of such concerns include the behaviour of parents and disputes raised by the blocking of driveways; and the issue of on-street parking being displaced, either by the backfilling of the Annexe building or through the introduction of a residents parking scheme. Where matters can be improved through the planning process e.g. the requirement for Travel Plans and the provision of additional cycle and scooter parking to encourage sustainable modes of transport, these have already been controlled through the recommended imposition of planning conditions.

Other potential implications such as protection of neighbouring trees, intensification of use close to residential boundaries and light spill etc.

- 8.27 The proposals put forward also have the potential to affect residential amenity through the potential to impact on neighbouring trees and boundary fences; an intensification of use close to residential boundaries; and if not controlled an

impact on wildlife and residential amenity from external light spill. In order to take account of these possible impacts, the imposition of planning conditions have been recommended to ensure that existing trees (which include those on neighbouring properties) are protected during construction; and that no external lighting is installed without the prior written agreement of the County Planning Authority. In relation to the intensification of use, the proposal is not seeking to increase the number on roll at the school, so the sound of children playing across the play areas in the northern and southern sites is unlikely to be too dissimilar to the current situation, even with the potential introduction of a private nursery in the Annexe Building. Furthermore, as noted in paragraph 8.13 of this report although the properties adjoining the eastern corner of the site would be in close proximity to the proposed soft play resurfacing works, the existing 2.2 metre high boundary fences provides separation and maintains residential privacy.

- 8.28 When considering all the above potential residential amenity issues on a cumulative basis, both during and post construction phase, and with the potential backfilling of the Annexe building, it is not considered that this proposal would lead to significant adverse effects on health, the environment nor would it result in an unacceptable loss of residential amenity in accordance with Policies 3/14 and 4/13 (LP) and emerging Policy 35 (LP2014).

Flood Risk and Drainage

- 8.29 In the main playground, the paving is proposed in asphalt to respect existing hard surfaces. A new soft recycled rubber shred surface, will form gentle play mounds at the rear of the new early years playground. The surface is proposed to be permeable and laid over soil which would protect existing tree roots whilst enhancing the areas play value. A break in the rubber surface is proposed to also house an area of soil for a pupil 'mud kitchen' which will allow pupils to practice digging. A block paving path is proposed west of the new hall and south of the Hard Play Area which would be resurfaced in permeable macadam.
- 8.30 As the site lies within Flood Zone 1, the Lead Local Flood Authority has not been consulted. However, Policy 4/16 (LP) provides that development should not be permitted if it results in an increased risk of flooding elsewhere. Although the new hall extension is located over a previously grassed area, the applicant has confirmed that potential increase to surface water runoff would not increase surface water discharge above the current rate. Any additional surface runoff would be mitigated by the introduction of an underground surface water attenuation tank which is being proposed to ensure that the existing surface water flooding is also not increased above present day rates.
- 8.31 In relation to the proposed resurfacing of the soft play area, the applicant has stated that as a result of an in-situ ground investigation, infiltration was found to be unsuitable for surface water disposal owing to the cohesive sub-soil and high groundwater. This application therefore seeks to positively drain the school site into the existing system and provide below ground attenuation. In doing so, the applicant has confirmed that it shall remove a percentage of the surface water runoff from the existing hard standing area out of the combined system and

discharge it into the surface water system, without increasing the current surface water discharge rate into the Anglian water sewer. As the applicant has designed the proposal to address and not worsen existing local surface water flooding, the proposal complies with the sustainable drainage techniques encouraged by Policy 4/16 (LP) and emerging Policy 32 (LP 2014).

Ecology and Landscape

- 8.32 Considering that the impact on protected species is a material consideration in the planning process consultation, the results of the Great Crested Newt survey work will be required by condition in order to confirm the presence or absence of Great Crested Newts on site before the landscaping scheme can commence on the southern site. A landscape scheme (including planting specifications) and a 5 year management scheme would also be secured by planning conditions to safeguard biodiversity value on site and protect European species in accordance with Policy 4/7 (LP) and emerging Policy 70 (LP2014).

Car and Cycle Parking Provision

- 8.33 The existing car parking arrangements accommodate 14 cars in unmarked spaces and there is currently no disabled parking provision at the school. This application proposes to mark out a disabled parking bay and form a drop kerb onto the adjacent pavement on site which will result in the loss of 1 informal space. This provision has been taken into account when assessing the transport implications of the proposals in paragraphs 8.5 to 8.9 of this report.
- 8.34 According to the Non-Residential Institution car parking standards in Appendix C (LP), for an area that is currently outside of the Controlled Parking Zone (CPZ), proposals can provide a maximum of 2 spaces per 3 members of staff. As the school currently has 71 members of staff (without the potential additional 15 members of staff proposed if the Annexe is back filled), this proposal would not surpass the maximum requirements for the Car Parking Standards i.e. 47. Should a CPZ be introduced the policy would provide a maximum of 1 space per 3 members of staff, which is still in line with the maximum provision proposed i.e. 23. These policies relate to maximum provision and where possible Cambridge City Council seeks to reduce the amount of car parking provision in favour of more sustainable modes of transport.
- 8.35 However, in order to mitigate the loss of off-road parking provision and demonstrate that the transport demand created as a result of the proposal will not impact the surrounding highway network, the Highways Development Management Engineer has recommended that the school develop a Travel Plan to promote more sustainable modes of travel. Subsequently, the Principal Transport Officer from the Transport Assessment Team has requested that a total of 104 cycling, 38 scooter and an additional 25 cycle or scooter parking spaces are provided. The requested cycle/scooter parking considers the Cambridge City Council standards of parking provision for 50% of pupils (210) and also takes into account the current mode share of travel to and from school. The mode share provides that 22% of pupils cycle and 9% of pupils scooter to the school site. The requested cycle and scooter parking spaces shall therefore

be secured by condition in order to ensure that they are provided and made available for use prior to occupation and ensure there is adequate cycle parking provision on site.

- 8.36 Emerging Policy 82 (LP2014) provides that developments which take a holistic, design led approach to the management of parking should be favoured and seeking to reduce the Mode Share of pupils transported to school by private car complies with Policies 3/1, 8/2, 8/3 and 8/10 (LP) and emerging Policies 1, 56, 80, 81 and 82 (LP2014).

Other considerations

- 8.37 In response to the representations made which raise concern that this application has not been sufficiently advertised, there are legislative requirements for how planning applications must be advertised which are set out in Article 15, Part 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO). The works and development proposed as part of this application do not fall within the Environmental Impact Assessment (EIA) Regulations; are not contrary to the development plan; do not affect a right of way to which Part 3 of the Wildlife and Countryside Act 1981 (public right of way) applies; nor are they deemed to be 'major development'. The application therefore falls to article 15(5) of the DMPO which states it should be advertised (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days; or (b) by serving the notice on any adjoining owner or occupier. In line with these regulations, two site notices were placed at the school site in Blinco Grove on 4 October 2016. In addition to the site notices required under article 15(5)(a), letters were also sent to the adjoining neighbouring properties in Blinco Grove, Hartington Grove, Baldock Way and Cavendish Avenue in line with article 15(5)(b) of the DMPO. As such, the planning application has been advertised in full compliance with the regulations.

9.0 Conclusions and Recommendations

- 9.1 Taking account all of the above considerations, it is considered that the proposed development complies with both the development plan and national planning policy.
- 9.2 It is recommended that planning permission be granted subject to the following conditions:

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 4 and 5 below require further information to be submitted to protect the environment and are therefore

attached as pre-commencement conditions. The developer may not legally commence operations on site until these conditions have been satisfied.

1. Commencement

The development hereby permitted shall be commenced no later than three years from the date of the decision notice. Within 14 days of the commencement of any development, the County Planning Authority shall be notified in writing of the first date on which any development commenced on that land.

Reason: *To comply with the requirements of Section 91 of the Town and Country Planning Act as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and in order to be able to establish the timescales for the approval of details reserved by conditions.*

2. Occupation and first use of the development

Within one month of the occupation or first use of any part of the development hereby permitted, the County Planning Authority shall be notified in writing of the date at which the occupation or first use took place.

Reason: *In order to be able to establish the timescales for the approval of details reserved by conditions.*

3. Approved Plans and Documents

The development hereby permitted shall not proceed except in accordance with the planning application dated 11 August 2016 and the modifications and or supporting information set out in the agent's emails sent 12 October 2016 at 10:03 (surface water drainage), 22 November 2016 at 16:25 (construction hours and delivery times), 2 March 2017 at 17:35 (Annex Site Hours) and the supporting transport information from HSP Consulting Engineers Ltd received 24 January 2017 at 16:56 (providing further clarification, Queen Edith Parking Plan and Parking Zones surveyed with graphs to support the Transport Addendum) and Play Space Statement from Morley Memorial Primary School 10.2.17 (received 10 February 2017); and in accordance with the following plans and documents (received 15 August 2016 unless otherwise stated):

- 01: Site Location Plan dated 23/2/2012;
- Proposed Site Plan, Drawing Number 152 Revision 7 dated 13.09.2016 (received: 13 September 2016);
- Proposed Floor Plans Survey based GA, Drawing Number 154 Revision 7 dated 13.09.16 (received: 13 September 2016);
- Proposed Roof Plan Survey based GA, Drawing Number 156 Revision 1 dated 18.01.2016;
- Proposed Elevations Survey based GA Drawing 1 of 2, Drawing Number 158 Revision 4 dated 15.06.2016;
- Proposed Elevations Survey based GA Drawing 2 of 2, Drawing Number 159 Revision 4 dated 15.06.2016;

- Proposed Development Strategy, Drawing Number 160 Revision 1 dated 03.03.2014;
- Classroom Extension (before and after views), Drawing Number 161 Revision 1 dated 03.03.2014;
- Activity Hall Extension (before and after views), Drawing Number 162 Revision 1 dated 03.03.2014;
- Reception Classroom Extension (before and after views), Drawing Number 163 Revision 1 dated 03.03.2014;
- Proposed Security Line, Drawing Number 166 Revision 5 dated 13.09.2016 (received: 13 September 2016);
- Elevations, Drawing Number 3744/P03 Revision 01 dated 28.06.16;
- Landscape Proposals, Drawing Number 3744/P01 Revision 10 dated 09.09.16 (received: 13 September 2016);
- Landscape Proposals Reception Play, Drawing Number 3744/P02 Revision 01 dated 21.06.16;
- Outline Planting Plan, Drawing Number 3744/P05 Revision 03 dated 13.09.16 (received 13 September 2016);
- Hayden's Arboricultural Consultants TS & AIA, Drawing Number 5346-D Revision - dated 24/06/16 (received: 05 January 2017);
- Proposed Drainage Layout by Richard Jackson Engineering Consultants, Drawing Number 45087/C/005 Revision F dated 05.08.16;
- Proposed Drainage for New Hard Surfacing Area by Richard Jackson Engineering Consultants, Drawing Number 45087-C-007 Revision E dated 05.08.16;
- Morley Primary School Schedule of Materials rev 04 by Livingston Eyre Associates landscape architects + urban designers (received: 13 September 2016);
- Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method statement & Tree Protection Plan In Accordance with BS 5837:2012 by Hayden's Arboricultural Consultants reference Proj. No 5346 dated 26/07/2016;
- Preliminary Ecological Appraisal Morley Memorial Primary School by Morgan & Stuckey Ecological Consultants reference Report No. J 3087-0516 dated June 2016;
- Construction Phase Health and Safety Plan (CPHSP) –(PEP Part 2) Appendix F Traffic Management Plan (TMP) Rev 4 dated Mar 15 (received: 1 November 2016);
- School Travel Plan reference C1854 – School Travel Plan for Morley Memorial Primary School by HSP Consulting Engineers Ltd dated December 2016 (received: 22 December 2016);
- Transport Statement reference C1854 – Transport Statement Revision 1 for proposed extension of Morley Memorial Primary School and Day Nursery by HSP Consulting Engineers Ltd dated 21st December 2016 (received: 05 January 2017);
- Framework Travel Plan reference C1854 – Framework Travel Plan for proposed Day Nursery by HSP Consulting Engineers Ltd dated December 2016 (received: 22 December 2016);

- Technical Note Addendum to the Transport Statement titled 'Response to CCC Highways comments received 13th Jan 2017' by HSP Consulting Engineers Ltd dated 24th January 2017 (received: 24 January 2017).

Reason: *To define the development and minimise harm to the locality in accordance with Policies 3/1, 3/4, 3/6 and 3/7 of the Cambridge City Council Local Plan (2006) and emerging Policies 1, 55 and 56 of the Cambridge Local Plan 2014: Proposed Submission.*

4. Great Crested Newt Survey

No development shall commence on the land shown edged yellow on Plan CCC1, until a Great Crested Newt Survey of the land shown edged blue on Plan CCC1 has been carried out, submitted to and approved in writing by the County Planning Authority.

In the event Great Crested Newts are found as a result of the above survey, no development shall take place until a mitigation strategy approved in writing by the County Planning Authority has been implemented in full.

Reason: *To ensure that there is no net loss in biodiversity and there is no harm to protected species in accordance with Policies 3/1, 3/11, 4/3 and 4/7 of the Cambridge Local Plan (2006) and emerging Policies 1, 59 and 70 of the Cambridge Local Plan 2014: Proposed Submission. The Great Crested Newt survey and potential protection strategy needs to be in place prior to the commencement of development on the Annexe site to ensure adequate protection of this protected species.*

5. Tree and Root Protection

No development shall commence until full details of tree protective fencing and the root protection details including no dig construction methods referred to in paragraphs 4.4.1 to 4.6.1 inclusive of Hayden's 'Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement and Tree Protection Plan dated 26/07/2016' shall have been submitted to and approved in writing by the County Planning Authority. No development shall commence until all approved protective fencing has been erected in its entirety in accordance with the approved details and it shall be thereafter retained throughout the duration of the construction works hereby approved. No development hereby permitted shall take place other than in accordance with the approved details.

Reason: *To ensure the protection of the existing trees so there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission. The tree and root protection measures need to be in place prior to the commencement of the development to ensure that works do not damage the existing trees, in accordance with the recommendations of the submitted preliminary arboricultural method statement and tree protection plan.*

6. Landscaping Scheme

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, a detailed landscaping scheme for both parcels of land, which are edged red on '01 Site Location Plan dated 23/2/2012', shall be submitted to and approved in writing by the County Planning Authority. The landscaping scheme shall include but not be limited to:-

- replacement planting and hedgerow gap planting including size, species, and spacing details;
- a native wildflower seed mix (indicative of the local area) to be sown between the hedgerow and new path;
- shall take account of and address the habitat needs of any Great Crested Newts that may be identified on the land south of Blinco Grove;
- a detailed timetable for implementation of the scheme.

The approved planting and seeding shall be carried out in its entirety in accordance with the approved details and timetable for implementation.

Reason: To ensure that the suitable conditions for biodiverse habitats are provided for and to ensure that there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/4, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 56, 59, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission.

7. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree shrub or seeding fails, that tree or hedgerow, or any tree or hedgerow planted in replacement for it, is removed, uprooted or destroyed or dies, or seeding fails it shall be replaced by like for like replanting and or seeding at the same place, unless the County Planning Authority gives its written consent to any variation.

Reason: To ensure that there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/4, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 56, 59, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission.

8. Landscape and Ecology Management Plan

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, a Landscape and Ecology Management Plan for both parcels of land, which are edged red on '01 Site Location Plan dated 23/2/2012', shall be submitted to and approved in writing by the County Planning Authority. The Landscape and Ecology Management Plan shall be implemented for a minimum of two years from the date of occupation.

Reason: To ensure that there is no net loss in biodiversity and there is no harm to protected species in accordance with Policies 3/1, 3/11, 4/3 and 4/7 of the

Cambridge Local Plan (2006) and emerging Policies 1, 59 and 70 of the Cambridge Local Plan 2014: Proposed Submission.

9. Construction Hours (including construction delivery hours)

No construction or demolition work shall be carried out other than between the hours of:- 0800 hours to 1730 hours Mondays to Fridays; and 0800 to 1300 on Saturdays. No collection from or deliveries to the site shall be made other than between the hours of:- 0930 hours to 1230 hours; 1330 hours to 1500 hours; and 1600 hours to 1730 Mondays to Fridays; and 0900 to 1300 on Saturdays. There shall be no construction or demolition work, or collection from or deliveries to the site on Sundays or on Bank and Public Holidays.

Reason: *To protect the amenities of nearby residential properties and ensure the environmental impact of construction of the development is adequately mitigated in accordance with Policies 3/1, 4/13, 8/2 and 8/3 of the Cambridge Local Plan (2006) and emerging Policies 1, 35, and 81 of the Cambridge Local Plan 2014: Proposed Submission.*

10. Construction Methods

No piling shall take place on the site.

If piling is found to be required, it shall not commence until a construction noise and vibration impact report has been submitted to, and approved in writing by the County Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration.

The development shall be carried out in accordance with the approved details.

Reason: *To protect the amenities of nearby residential properties and to ensure the environmental impact of construction of the development is adequately mitigated in accordance with Policies 3/1 and 4/13 of the Cambridge Local Plan (2006) and emerging Policies 1, and 35 of the Cambridge Local Plan 2014: Proposed Submission.*

11. Unexpected Contamination

If, during development, unexpected contamination is found to be present at the site then works shall immediately cease on site until the developer has submitted a remediation strategy to the County Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the County Planning Authority.

No part of the development hereby permitted shall be occupied or used until the approved remediation strategy has been implemented in full. Within one

month of occupation or first use of any part of the development hereby approved, confirmed under condition 2 of this permission, a verification report shall be submitted to and approved in writing by the County Planning Authority:

Reason: *In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policies 3/1 and 4/13 of the Cambridge Local Plan (2006) and emerging Policies 1 and 35 of the Cambridge Local Plan 2014: Proposed Submission.*

12. External Lighting

No new external lighting shall be installed within any part of the land edged red on '01 Site Location Plan dated 23/2/2012' other than in accordance with details which shall have been previously submitted to and approved in writing by the County Planning Authority.

Reason: *To protect the amenities of nearby residential properties and protected species and to ensure the environmental impact of any lighting is adequately mitigated in accordance with Policies 3/1, 4/7 and 4/15 of the Cambridge Local Plan (2006) and emerging Policies 1 and 34 of the Cambridge Local Plan 2014: Proposed Submission.*

13. Travel Plans

Within nine months of the date of occupation or first use of any part of the development hereby permitted, confirmed under condition 2 of this permission, a full School Travel Plan which takes into account the reception classes shall be submitted to and approved in writing by the County Planning Authority. The approved plan shall be implemented in full and reviewed every 12 months, unless otherwise agreed in writing by the County Planning Authority.

In the event that the Annexe site is occupied by an Early Years facility or related use, within six months of that occupation, a Travel Plan which encourages travel to the site through sustainable modes shall be submitted to and approved in writing by the County Planning Authority. The submitted Travel Plan shall be managed and reviewed every 12 months thereafter by the school, unless otherwise agreed in writing by the County Planning Authority, to take account of the cumulative impacts.

Reason: *To ensure the safe and efficient operation of the highway and promote sustainable travel policies in accordance with Policies 3/1, 3/6, 8/2 and 8/3 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 80 and 81 Cambridge Local Plan 2014: Proposed Submission.*

14. Car Parking

Prior to the occupation or first use of any part of the development hereby permitted, the onsite parking shown on the Proposed Site Plan, Drawing Number 157 rev 7 dated 13.09.2016 shall be laid out and made available for

use in accordance with the details shown. The disabled parking bay and marked car parking spaces shall be retained thereafter for this purpose.

Reason: *To ensure there is an acceptable level of car parking provision on site in accordance with Policies 3/1, 3/6, and 8/10 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 81 and 82 Cambridge Local Plan 2014: Proposed Submission.*

15. Cycle and Scooter Parking

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, details of the appearance and location of the 104 cycle parking spaces, 38 scooter parking spaces and 21 additional scooter or cycle parking spaces providing an overall total provision of 163 spaces shall be submitted to and approved in writing by the County Planning Authority.

The approved cycle and scooter parking spaces shall be laid out and made available for use prior to the occupation or first use of any part of the development hereby permitted, and retained thereafter for this purpose.

Reason: *To ensure there is adequate cycle parking provision on site which takes account of the proposed modal share and constraints on the site in accordance with policies 3/1, 3/6, 4/13, 8/3 and 8/6 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 81 and 82 Cambridge Local Plan 2014: Proposed Submission.*

Informatives

Bat Survey for the Annexe Building

It is noted that the applicant will be refurbishing the existing Annexe building under Permitted Development Rights. The County's Ecologist alerts the applicant to the fact that no detailed bat survey was undertaken of this building as part of the ecological assessment, because it was understood that refurbishment works will not require access to the roof void. Should the situation change, a bat survey of the Annexe should be undertaken prior to the commencement of works.

School Travel Plan

School Travel Plan Informative: It is recommended that the County Council's Modeshift STARS system is used to update the School's Travel Plan, based on the plan provided with this application. It is also recommended that the plan is updated on an annual basis in order to help schools quickly and effectively address any school travel issues that may arise on an ongoing basis. Modeshift STARS: <https://modeshiftstars.org>

Further potential for restrictions on residential parking

The school and nursery should note that further proposals to carry out residents parking consultations on 26 areas across Cambridge, including roads in the local vicinity of the school, are currently being considered. If approval is given then it will then be through residents parking consultation to determine whether there is support for a scheme to be implemented or not. Such restrictions will need to be monitored and taken into account when developing and updating the School and Nursery Travel Plans.

Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. Amendments to the proposed construction hours have been made and additional transport information supplied to help support the assessment of this development. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.